

Mails.

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STREAMERS	TO SAIL
YOKOHAMA and KOBE.....	"PRINZ SIGISMUND" Capt. D. Lenz	SATURDAY, 26th June.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"PRINZ REGENT LUITPOLD" Capt. H. Kirchner	WEDNESDAY, 30th June, Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"KLEIST" Capt. Lud Meyer	About THURSDAY, 1st July.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND" Capt. D. Lenz	FRIDAY, 16th June 10 A.M.
KUDAT and SANDAKAN.....	"BOHEMO" Capt. F. Sembill	Beginning of July.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 19th June, 1909.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

FOR	STREAMERS	CAPTAINS	TO SAIL ON
MARSEILLES, via PORTS	SYDNEY	Rebutat	22nd June, at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA	CALEDON	Bruso	5th July, P.M.
MARSEILLES, via PORTS	TOURANE	Lancelin	6th July, at 1 P.M.

Transshipment on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 up to £31.10. 30 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPMORIN,

AGENT,

QUEEN'S BUILDINGS.

Hongkong, 21st June, 1909.

MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BRAD," 1,900 tons, 14 knots.
S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.

Departure from Hongkong at 10 P.M. (Saturdays excepted).

Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

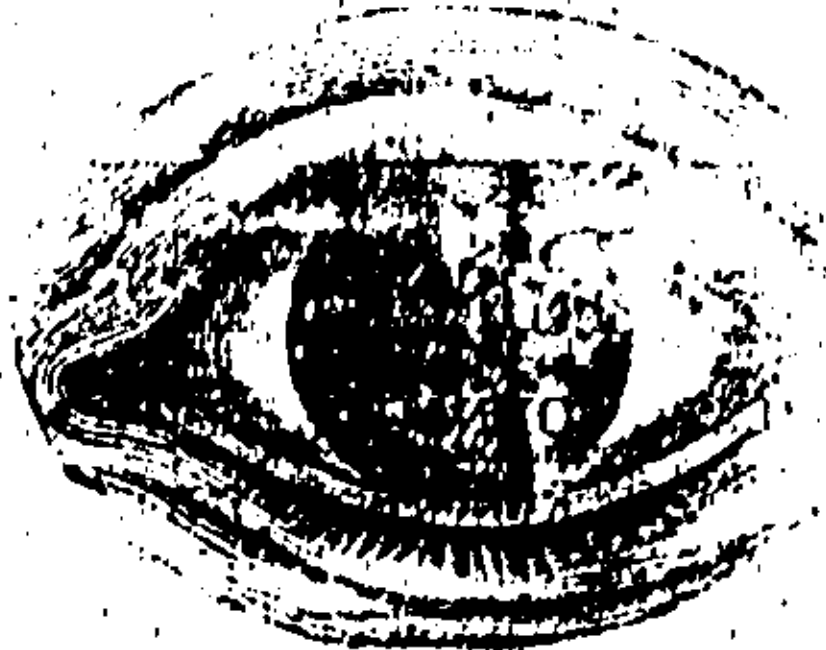
The Company's Own Wharf near Wing Lok Street and its berth in Canton opposite Shamoen.

For further particulars, please apply to the COMPANY'S OFFICE at Shamoen, Canton, or to their Agents

BARRETTO & CO., Hongkong.

Hongkong, 9th October, 1908.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,

CORNER OF D'AGUIAR STREET AND QUEEN'S ROAD.

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight,"—free.

London.

Calcutta.

Shanghai.

2, John Street, Bedford Row, W.C.

19, Beaufort Street

66, Wanking Road.

Hongkong, 6th March 1908.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.	No. 2 DOCK.	No. 3 DOCK.
Docking Length 515 ft.	Docking Length 376 ft.	(IN COURSE OF CONSTRUCTION.) Docking Length 481 ft.
Width of Entrance ... 80 „	Width of Entrance ... 50 „	Width of Entrance ... 63 „
Water on Blocks 28 „	Water on Blocks ... 26 „	Water on Blocks 21.5 „

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone: Nos. 878, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Scotts, A. 1, and Watkins.

Yokohama, April 28th, 1903

To Let.

TO LET.

KING'S BUILDINGS, OFFICES facing the Harbour from about October, at present in occupation of Messrs. Jardine, Matheson & Co., Ltd.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 3rd June, 1909. [463]

TO LET.

ROOMS suitable for Offices in No. 10, ICE HOUSE STREET, in rear of David Sassoon & Co.'s premises.

Apply to—
DAVID SASSOON & Co., Ltd.
Hongkong, 13th May, 1909. [313]

TO LET.

NOS. 51, 53, & 55, WONG-NEI-CHUNG ROAD.

Apply to—
HONGKONG & KOWLOON LAND & LOAN CO., LTD.,
No. 8, Queen's Road West.
Hongkong, 9th March, 1909. [248]

TO LET.

SHOP and DWELLING HOUSE, No. 78, Queen's Road, Central.

Apply to—
S. J. DAVID & Co.,
Prince's Buildings.
Hongkong, 25th March, 1909. [292]

TO LET.

NO. 1 & 3 MORRISON HILL, also OFFICES at No. 2 PEDDER STREET.

Apply to—
Messrs. JARDINE, MATHESON & Co., LTD.
Hongkong, 29th May, 1909. [408]

TO LET.

OFFICES, No. 3, CONNAUGHT ROAD, 3rd Floor.

No. 3 COLIFTON GARDENS, CONDUIT ROAD.

A HOUSE in WONG-NEI-CHUNG ROAD.

A HOUSE in RIFON TERRACE.

OFFICES in YORK BUILDING.

GODOWNS in PRAYA EAST, BLUE BUILDINGS, and No. 108, DES VŒUX ROAD next to the Hongkong Hotel.

FLATS in MORTON TERRACE.

No. 10, DES VŒUX ROAD CENTRAL, 1st Floor.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 15 June, 1909. [51]

TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Vœux Road Central (formerly occupied by Messrs. Shewan, Tomes & Co.). Rents low.

Apply to—
THE COMPRADEUR DEPARTMENT,
E. D. Sassoon & Co.,
Queen's Road Central.
Hongkong, 24th February, 1909. [188]

TO LET.

GODOWN No. 54, DUNDRELL STREET.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st June, 1909. [51]

To Let.

TO LET.

FIRST FLOOR and GODOWN, together or separately, No. 6 Des Vœux Road, Central.

Apply to—
PHIROZSHA B. PETIT & CO.,
or at the premises.
Hongkong, 19th June, 1909. [494]

For Sale.

FOR SALE.

"ADLER" TYPEWRITERS

THE PERFECT VISIBLE.

The latest 1909 Model No. 7 with the latest improvement, the lightest touch, the strongest and the best ever produced.

We sell our Adler under our guaranteed terms.

A few lines will bring the Adler to your office free trial.

We sell various makes of second-hand Typewriters.

AND

Bent out by day or week.

REPAIR IS OUR SPECIALITY.

DRAGON CYCLE DEPOT,

33-35, Des Vœux Road, Central, Hongkong.

PARA VENDA.

GRANDE sortimento de LIVROS de MISSA em Portuguez, encadernados em lindas capas de phantasia e de diversas cores.

Precos modicos.

Dirija-se a

GRACA & CO.,

37, Des Vœux Road.
Hongkong, 8 Junho de 1909. [66]

CANTON DAY BY DAY.

PIRACY ON WEST RIVER.

[From Own Own Correspondent.]

Canton, 19th June.

On the 17th instant a guard boat stationed at Kung Tou, on the West River, was attacked by about fifty pirates with the intention of carrying off all the arms and ammunition on board. The soldiers of the guard boat put up a plucky fight against the desperadoes, but they were ultimately obliged to yield, owing to the overwhelming number of the pirates with the result that the officer in charge of the guard boat and four members of the crew were wounded.

CANTON-HANKOW RAILWAY.
Sir Chen Tung Liang Cheng has asked the Board of Directors of the Canton-Hankow Railway Company to arrange for a general meeting of shareholders of the Company to be held on the 22nd day of the 7th moon for the purpose of electing a president of the Company in order that he may be relieved from his position as president of the Company.HEUNGCHOW.
It is learnt that a breakwater will be constructed in the harbour of Heungchow city so as to afford adequate protection to ships against the danger of typhoons. The breakwater will be about a thousand feet in length and the cost is estimated at no less than a million dollars.ALLEGED REVOLUTIONARIES ARRESTED.
Two days ago the Canton officials arrested two men, one named Lai Ngok and the other Young Tak Pui, in the city, on a charge of being alleged members of the revolutionary society, of which Tam Fook was chief and who and three others were arrested by Admiral Li Chun towards the end of last year.A MAGNIFICENT OFFICIAL.
During the recent floods the district of Tung Hing suffered considerably but the magistrate of that district has omitted to report the disaster to Canton. The Viceroy has received a telegram from Taitai Hung Sum Chan, who reported the matter in detail. Being annoyed with the dereliction of duty by the magistrate of the district, the Viceroy has severely punished him for his negligence.

A COOLIE'S MURDER.

ENRAGED SHOEMAKER FATALLY STABS COMPATRIOT.

Cases of murder are happily few and far between in Hongkong, but one such instance is now receiving the attention of the Police. It appears that at about 8 p.m. on the 13th inst. a quarrel arose between Kwok Yau, a shoemaker residing at 11, Arthur Street, and a coolie outside a house of ill-fame in Temple Street. During the altercation, the shoemaker is alleged to have produced a knife and stabbed the deceased just behind the hips before the latter had time to ward off the blow. The unfortunate man was removed to hospital, where he succumbed to his injuries the same day. The case came on for hearing in the Police Court, to-day, when the shoemaker appeared to answer the capital charge. A plea of "not guilty" was entered and the case was remanded.

TYPHOON WARNING.

The telegram, quoted below was received at the American Consulate, General from the Manila Observatory at 12.45 a.m. to-day: June 21st at noon.

Low-pressure area extending from China Sea to east of Balaotung and Bashi Channels. A circular depression may be forming in it to the N.W. of Luzon.

OPIMUM EXPORTS FROM INDIA.

Dr. Rutherford asked the Under-Secretary for India what were the opium exports from India in 1905, 1906, 1907, 1908, and 1909, respectively; and what steps the Government were taking to carry out their declared policy with the Government of China.

Mr. Hobhouse: The figures are:—1905, 63,053 chests; 1906, 65,617 chests; 1907, 63,415 chests; 1908, 61,408 chests. In 1909 the export will be limited to 56,800 chests, in accordance with the arrangement made with China, the export of opium from India is being reduced by 5,000 chests per annum. This is with effect from 1905, the average export for the five years ended 1909 being taken, as suggested by the Chinese Government, as the basis of the calculation.

Intimations.

BENGER'S Food

is quite distinct from any other. It possesses the remarkable property of rendering milk, with which it is mixed when used, quite easy of digestion by children, invalids and convalescents.

Benger's Food is sold in Tins by Chemists, etc. everywhere.

GOLD STORAGE.

THE HONGKONG ICE COMPANY LTD. have now 40,000 Cubic feet of GOLD STORAGE available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

G. E. HAXTON,
Manager.

Hongkong, 6th January, 1909. [50]

WEATHER-FORCAST AND STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here:—

1. A CONE point upwards indicates a Typhoon to the North of the Colony.
2. A CONE point upwards and DRUM below indicates a Typhoon to the North-East of the Colony.
3. A DRUM indicates a Typhoon to the East of the Colony.
4. A CONE point downwards and DRUM below indicates a Typhoon to the South-East of the Colony.
5. A CONE point downwards indicates a Typhoon to the South of the Colony.
6. A CONE point downwards and BALL below indicates a Typhoon to the South-West of the Colony.
7. A BALL indicates a Typhoon to the West of the Colony.
8. A CONE point upwards and BALL below indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signal indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Gap Rock.	Aberdeen.
Waglan.	San Ki Wan.
Stanley.	Sai Kung.
Cape Collinson.	Sha Tau Kok.
	Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal, from the Light-houses.

F. G. Fies.

20th July, 1901.

Intimation.

Powell's

Furnishing
Department
ALEXANDRA
BUILDINGS.

ITEMS OF
INTEREST

IN OUR SHOW
ROOMS

FIRST FLOOR
CARD TABLES
2ft. 6in. x 2ft. 6in. from \$10

AND
3ft. x 3ft. from \$21.
COVERED GREEN or
RED BAIZE.

ENVELOPE
FOLDING
CARD TABLES
from \$21.50, covered in BAIZE,
IMITATION LEATHER OR
REAL SKIN IN ALL COLORS

SMOKERS'
CABINETS
in dainty and artistic designs,
FITTED WITH COPPER and
SILK PANELS, WITH KEYS
TO ALL CUPBOARDS AND
DRAWERS
\$15, \$18.50 AND \$21.50

LADIES' DESKS
/ NO.
BUREAUS

in ENGLISH and
AMERICAN STYLE
from \$27.50 to \$65.00

REVOLVING
BOOKCASES

FINISHED IN
NATURAL
TEAK OR TO
IMITATE ALL
WOODS

PEDESTALS IN
VARIOUS SIZES AND STYLES,
READY FOR INSPECTION.

CARVED
WHATNOTS
Both ordinary and
CORNER SHAPES
For
BRIC-A-BRAC

ALL ARTICLES
CHEERFULLY
SHOWN
WITH NO
OBLIGATION TO
PURCHASE

POWELL'S
ALEXANDRA
BUILDINGS,
and
28, Queen's Road.

1st June, 1909

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions
from A. L. STEIN, Esquire,
to sell by
PUBLIC AUCTION
on
MO. DAY,
the 28th June, 1909, at 2 P.M., within his
Residence, No. 1, The Albany,
THE WHOLE OF HIS
VALUABLE HOUSEHOLD
FURNITURE.

Comprising:—
SILK TAPESTRY DRAWING ROOM
SUITE, Double BRASS-MOUNTED BED-
STEADS with MATTRESSES, MARBLE-
TOP BUREAUS, Single and Double WARD-
ROBES with BEVELLED GLASS, TEA-
WOOD HATSTAND with BEVELLED
GLASS, DINING ROOM SUITE by Messrs.
Wm. Powell & Co., Ltd., BLACKWOOD
DESKS, VELVET-FIRE CARPETS and
RUGS, OIL PAINTINGS and ENGRAVINGS,
OLD CHINESE VASES and WALL
PLATES, JARDINIERS STANDS, &c.,
PANTRY and KITCHEN REQUISITES,
and a quantity of HOUSEHOLD LINEN.

Also
One UPRIGHT IRON GRAND PIANO by
Fobinson Piano Co., One GRAM-
PHONE with RECORDS.

A Unique Assortment of OLD WEAPONS.
Catalogues will be issued.
Electric fans will be used during Sale.
On view from Saturday, 26th instant.
TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 18th June, 1909. [49]

PARTICULARS AND CONDITIONS of
the letting by Public Auction Sale, to
be held on MONDAY, the 28th day of June,
1909, at 3 P.M., at the Office of the Public
Works Department, by Order of His Excellency
the Governor of the Colony of Hongkong
for a term of 75 years, with the option of
renewal at a CROWN RENT, to be fixed by
the Surveyor of His Majesty the KING, for one
further term of 75 years.

No. of Sale.		Boundary Measurements.		Contents in Square Feet.		Annual Rent.		Upset Price.	
No. of Sale.	Locality.	N.W.	S.W.	N.E.	S.E.	ft.	sq. ft.	£	sd.
1	East of Victoria Road, near Tai Hang Village.	62	62	71	55	1,720 (about)	40	1,134	

Hongkong, 19th June, 1909. [493]

Consignees.

NORDDEUTSCHER LLOYD, BREMEN
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship
"YORCK."

having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the
hazardous and/or extra hazardous Godowns
of the Hongkong and Kowloon Wharf and Godown
Company, Limited, Kowloon, whence
delivery may be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 2nd of June, will be
subject to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 22nd of June, at 9.30 A.M.

All claims must reach us before the 26th
of June, 1909, or they will not be recognized.

No Fire Insurance will be effected.
Hills of Lading will be countersigned by the
undersigned.

THIS STEAMER BRINGS CARGO
Ex S.S. *Therapia* from Smyrna.
Transhipped at Naples.

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
General Agents.
Hongkong, 15th June, 1909. [5]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"MALTA."

FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.

Optional Goods will be landed here unless
instructions are given to the contrary before
6 hours.

Goods not cleared by the 21st instant, at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged Packages must be left in the
Godowns for examination by the Consignee's
and the Company's representative at an
appointed hour.

All claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognized.

No claims will be admitted after the goods
have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 15th June, 1909. [4]

DIRECT from the manufacturers at lowest
prices. 12 bore Double Breakdown
from 10/6 each. Illustrated catalogue of
latest model Shot Guns, Combination Guns,
Sporting Rifles, &c., post free. D. JAMES &
REYNOLDS, George Street, Manchester, Lan-
cashire, E.C. England.

CHINA'S IMPORT DUTIES.

No piece of news has reached us for many a
long day that should be received with more
general approbation than the announcement
that Great Britain has finally refused to partici-
pate in an international conference upon the
question of increasing Chinese *ad valorem*
duties in return for the abolition of likin. "It is
true that the statement must be taken" with
some reserve. It does not emanate directly
either from London or Peking, and it
clashes with the steady, if improbable, asser-
tions of the native Press that Germany was the
sole objector to the desired increase of import
duties. But more recent in such a connection
would not be allowed to run far without contra-
diction; and in so far as the advisers of the
United States Government are believed to favour
the idea of tariff revision, it may be imagined
that Washington would have accurate informa-
tion on the question of a conference. More than
this there are other reasons for supposing that
the attitude of the British authorities in Peking,
since the first moment of China's beginning
to press for a revision of her tariff, has been
consistently in accordance with the sense of
Peking's telegram. That the Chinese Govern-
ment would feel acutely its disability to alter
the tariff without foreign permission, needs no
demonstration. Sentimental considerations
have, within recent years, been re-inforced by
the pinch of actual financial embarrassment. At
the present time China has to find some £15,
000,000 annually for payment of interest to
foreign bondholders and the burden of so
large a sum is increased by the fact that much
of it is incurred on non-productive
expenditure. In these circumstances repeated
applications have been made to the
diplomatic body at Peking with a view to an
increase of the Imperial Maritime duties, as
provided for in Article 8 of the Mackay Treaty;
and it is therefore not surprising that the British
Government should hesitate to relinquish
the lever, thus put into its hands for obtaining
some practical observance of several other
Articles of that Treaty, hitherto ignored by
China, as a preliminary to all thought of tariff
revision.

That Great Britain's attitude will be misre-
presented throughout the length and breadth
of the Empire we can hardly doubt: already
one paper, quoted to-day in our Native Notes,
exclaims bitterly against the inconsistency of
her now repudiating the arrangement that she
was the first to suggest. Put if we are right in
assuming that Great Britain intends to avail
herself of the present practical opportunity to
press home her just demands with the
Chinese Government, it by no means follows
that she objects to the increase of customs
duties *per se*, still less that she intends to use
her power in the interest of private specula-
tion. The reluctance of British Governments to
expound the private quarrels of their nation-
als, not only in China, as compared with
the behaviour of other countries' repre-
sentatives, is an axiom in the business
world; and there is no reason to imagine that
it will be departed from now. Of the three
most important Articles of the Mackay
Treaty which China has yet failed to enforce, one
only is susceptible of a selfish interpretation,
namely, the revision of mining regulations; and
even in this particular it can fairly be contended
that the Chinese are likely to reap at least as
much advantage as foreigners from observance
of the Treaty. Both the other Articles are
concerned with reforms that the Chinese Gov-
ernment has admitted, in a hundred dif-
ferent ways, to be of urgent importance to
its nationals without reference whatever to
foreigners. The need of currency reform has
been dealt with so frequently in these
columns of late that it need not further
be emphasized. On another page we publish
this morning among the minutes of the Shang-
hai Chamber of Commerce a letter from the
doyen of the diplomatic body to Prince Ching,
which puts the whole case in a nutshell. Seven
months ago Mr. de Carter, in response to re-
peated representations from Consular officials
of all nationalities and from Chambers of Com-
merce throughout China, drew the attention of
Prince Ching to the evils of unrestrained issue
of bank notes and copper coinage. Promises
of amendment have been made in plenty.
Nothing has been done; and the evil con-
ditions not only to flourish but to increase,
in that it has now taken the form of actual
debasement of the coinage as the only ex-
pedient that provincial mints can find of mak-
ing any profit in face of the depreciation of
copper cash.

With regard to the abolition of likin, it must
be remembered that this measure is distinctly
regarded by the Mackay Treaty as a preliminary
to the raising of import duties; and on that
ground alone Great Britain would be justified in
declining to join in any conference on a
question of which the conditions are already
defined with perfect clearness. But the likin
grievance, exemplifying as it does in a peculiar
degree the whole contest between provinces
and capital, goes to the root of every difficulty
that blocks the path of reform in China. We
receive to-day the welcome intelligence that
the Chinese Government has agreed to reduce
likin charges on the Shanghai-Nanking Rail-
way below the level of what is enforced on
water traffic, and if Peking succeeds in en-
forcing its wishes in this respect, the rail-
way may serve in some sort as a test case.
But so long as likin has to provide not
only the wherewithal of provincial administra-
tion but also the shortcoming of official salaries
it is extremely difficult to see how it can be cut
off except by the most gradual means. That
its abolition would be followed by an imme-
diate revival of China's domestic trade, can
hardly be doubted, and such a revival should
serve as a set-off against the curtailment of
imports that might result at first, from an in-
crease of customs due. In the end the two
should balance each other with profit for
both. But it is evident in the present
state of China's finances that the abolition of
likin must come first in order to provide re-
sources in the expansion of native industry
against the possible reduction of imports. If

In these circumstances, the British Government
prefers to withhold concession until some
material information has been effected, it must
fairly be admitted that its policy is no selfish
one. That subsidiary difficulties involving private
complaints might be included in any
agreement is neither improbable nor unde-
sirable. One such point is raised by the Kiang-
su Railway Company's attitude towards the
loan agreement, which, as our correspondent
points out to-day, has carried the whole dispute
beyond the question of one or two locomotives,
into the more important sphere of the liberty
of a provincial bureau to reject whatever under-
takings of the Central Government it chooses
to dislike. But the main condition of tariff re-
vision are set upon the broad lines of currency
financial reform because sentiment and
interest alike have taught China's foreign
adversaries that their advantage and here go hand
in hand.—N. C. D. News.

Intimations.

JUST LANDED:

The well-known and famous brandy
"Bisquit Dubouche
& Co."

XXX Very Old Fine \$2.50
V.O.C.B. Guaranteed 20 Years
Old 5.50

ALSO

QUINQUINA?

DUBONNET?

FRENCH STORE,
Sole Agent,
H. Kowloon, 30th April, 1909. [40]

PEAK TRAMWAYS COMPANY,
LIMITED.

TIME TABLE

WEEK DAYS.

7.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 12.00 a.m. Every 15 minutes.
12.00 a.m. to 1.15 p.m. Every 15 minutes.
1.15 p.m. to 2.15 p.m. Every 15 minutes.
2.15 p.m. to 3.15 p.m. Every 15 minutes.
3.15 p.m. to 4.00 p.m. Every 15 minutes.
4.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 15 minutes.

NIGHT CARS

8.45 p.m. and 9 p.m., 9.15 p.m. to 11.15 p.m.,
every half hour.

SUNDAYS

8.00 a.m. to 9.00 a.m. Every 15 minutes
9.00 a.m. to 9.30 a.m. Every 30 minutes
9.30 a.m. to 10.30 a.m. Every 15 minutes
10.30 a.m. to 11.00 a.m. Every 10 minutes
11.00 a.m. to 12.00 noon Every 15 minutes
12.00 noon to 1.00 p.m. Every 10 minutes
1.00 p.m. to 5.00 p.m. Every 15 minutes
5.00 p.m. to 6.00 p.m. Every 15 minutes
6.00 p.m. to 7.00 p.m. Every 15 minutes
7.00 p.m. to 8.00 p.m. Every 10 minutes

NIGHT CARS on Week Days.

SATURDAYS

Extra cars at 1.15 p.m., 11.30 p.m. and
11.45 p.m.

SPECIAL CARS by Arrangement at the
Company's Office, ALEXANDRA BUILDINGS,
Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st April, 1909. [41]

O. C. MOOSA,
1 & 3, D'AGUILAR STREET.

NOVELTIES OF THE SEASON.

Trimmed and Untrimmed
HATS, RIBBONS, FLOWERS,
FEATHERS, &c., &c.

LACE SCARFS, MOTOR VEILS

VARIOUS COLORS.

MOUSQUETEIRE GLOVES

WHITE, BLACK & COLORS.

WOOLEN DELAINES, NUNSVAIL-
INGS, VOILES, &c., &c.

LADIES' and CHILDREN'S
UNDERCLOTHINGS.

Samples on application. Coast
Port orders carefully executed.
Hongkong, 26th September, 1908. [17]

LEE YEE
HAIR DRESSING SALOON

HAS ALWAYS ON HAND
CIGARS, CIGARETTES
AND
TOILET REQUISITES
FOR SALE.

18, D'AGUILAR STREET,
HONGKONG.

Hongkong, 2nd September, 1907. [41]

HONGKONG AVERAGE MARKET
PRICES.

Corrected 18th June, 1909, 100 cts. per 5 Mts.

BUTCHER MEAT.

	Cents.
Beef sirloin & prime cut—Mei Lung Pa	20
" Corned—Ham Ngau Yuk	20
" Roast—Shiu	20
" Breast—Ngau Lam	18
" Soup, Tong Yuk	15
" Steak—Ngau Yuk Pa	20
" Sirloin—Ngau Lau	30
" Sausages—Ngau Yuk Chong	20
" Bullock's Brakes—, Know—, per set	16
" Tongue fresh—Ngau Li	50
" Corned—Ham Ngau Li	60
" Head—Ngau Tau	80
" Head—Ngau Sum	13
" Hump, Salt—Ngau Kin	18
" Feet—Ngau Kook	8
" Kidneys—Ngau Yiu	10
" Tail—Ngau Mei	18
" Liver—Ngau Con	13
" Tripe (undressed)—Ngau To	6
" Calves' Head and Feet—Ngau-chai- tau-keok	50
" Mutton Chop—Young Pal Kwai	22
" Leg—Young Pei	22
" Shoulder—Young Shau	22
" Pig's Chiddings—Oh cheong	22
" Brains—Oh Know	2
" Feet—Oh Kook	12
" Fry—Oh Chak	15
" Head—Oh Tau	18
" Heart—Oh Sum	9
" Kidneys—Oh Yiu	9
" Liver—Oh Kon	30
" Pork, Chop—Chai Pal Kwai	21
" Corned—Ham Chai Yuk	—
" Leg—Oh Pei	18
" Fat or Lard—Chu Yau	18
" Sheep's Head and Feet—Young Tau	—
" Keok	—
" Heart—Young Sum	—
" Kidneys—Young Yiu	—
" Liver—Young Con	—
" Sucking Pig, To Order—Oh Chai	—
" Suet Beef—Sang Ngau Yau	—
" Mutton—Sang Young Yau	—
" Veal—Ngau Chai Yuk	—
" Sausages—Ngau Chai Yuk Tong	—

POULTRY.

Chicken—Kai Chai	32
Capon, Large, Small—Sin Kai	28
Ducks—Ap	20
Oven—Pan Kan	17
Eggs, Hen—Kai Tau	per doz.
Fowls, Canton—Kai	34
" Hainan—Hoi Nam Kai	30
Geese—Ngo	18
Wild Duck, Shanghai—Sheng Hoi Ye	—
" Ngo	—
Musk Deer—Wong Keng	each
" Hare—To Chai	—
Partridge—Oho Khoo	—
Pheasant—Shan Kai	—
Pigeons, Canton—Pak Kup	each
" Holchow—Holchow Pak Kup	—
Quail—Um Chuan	—
Rice Birds—Wo Fa Cheuk	dozen
Salpae—Sa Chai	each
Turkeys, Cook—Fo Kai Kung	par b
" Hen—, Na	—
Wild Ducks, Shanghai, Sul-ap	—
Teal, Shanghai, Sul Ap Chai	—
Wild Ducks, Canton—Sang Shing Sul	—
" Ap	—

FISH.

Barbel—Ka Yu	10
Bream—Bin Yu	16
Canton Fresh Water Fish—Hoi Sin Yu	15
Carp—Li Yu	22
Catfish—Chik Yu	22
Codfish—Men Yu	13
Crabs—Hal	20
Cuttle Fish—Mok Yu	15
Dab—Sa Wang Yu	17
Dace—Wong Mei Lun	12
Dog Fish—Tik Tu Sa	9
Eels, Congor—Hal Man Yu	16
" Fresh water—Tam Sui Yu	15
" Yellow—Wong Sin	22
Frogs—Tien Kai	28
Garoupa—Sek Pan	48
Gudgeon—Pak Kup Yu	12
Herrings—Tio Pak	14
Halibut—Cheung Kwan Yu	26
Labrus—Wong Fa Yu	16
Loach—Wo Yu	20
Lobster—Lung Ha	20
Mackerel—Chai Yu	16
Monk Fish—Mon Yu	22
Mullet—Chai Yu	22
Oysters—Sang Hoo	20
Parrotfish—Kai Kung Yu	16
Perch—Tao Loo	15
Pike—Fa Pau Fong	20
Plaice—Pan Yu	20
Pomfret, Black—Hak Chong	24
Pomfret, White—Pak Chong	24
Prawns—Ming Ha	48
Ray—Pal Fa Yu	20
Rock Fish—Sek Kai Kung	16
Roach—Gum Yu	16
Salmon, (Oven), fresh water—Ma Yu	—

Fruits.

Shark—So Yu	9
Shrimp—Po Yu	10
Shrimps—Ha	24
Snapper—Lap Yu	24
Soles—Tat Sa Yu	16
Tench—Wan Yu	18
Turbot—Oho Hoi Yu	20
Turtles, small, fresh water—Kook Yu	50
White Bait—Ngau Yu Chai	—

VEGETABLES, &c.

VEGETABLES, &c.	
Artichokes, Shanghai.—Sheung Hoi Ah	
Chai Cheuk	8
Beans, (French) Macao—Oh Moon Pin	12
Tau	
Beans, (French), Shanghai—Sheung Hoi	
Pin Tau	
Beans, Sprout—Ah Chai	2
Beans, Long—Tau Kok	7
Best Root—Hung Chai Tau	each
Brinjals, Green—Cheung Yuen Ker	4
Brinjals, Red—Hung Ker	4
Brassica—Pak Choi	5
Bamboo Shoots—Chook Shau	10
Cabbage, Chinese, com.—Kai Choy	3
Cabbage, Red—Kai Lan Tau	15
Cabbage, (Shanghai)—Yah Chai	15
Cane Shoots, bunch—Kau Shau	3
Cauliflower, Large size—Tat Yeh Choi	each
Fa	
Cauliflower, Medium size—Cheung Yeh	
Choi-fa	each
Cauliflower, Small size—Sai Yeh Choi-fa	
Carrot—Kam Shau	6
Celery, Chinese—Tong Kan Choy	5
Celery, English—Young Kan Choi	5
Celery, White—Pak Young Kan Choi	
Chillies, Dried—Con Lai Chai	8
Red—Hung Fa	8
Green—Cheung Lat Chai	8
Goury Stuff, English—Ka Lee Choi Lin	
Okumbers—Cheung Kwa	2
Blister Squash—Fa Kwa	3
Garlic—Suen Tau	5
Ginger, young—Sun Tau Ketung	5
old—Lo Ketung	6
Horseradish, Shanghai—Lik Kan	15
Indian Corn—Suk Mai	piece
Lettuce—Young Sang Choi	1
Water Chestnuts—Ma Tai	9
Mandarin—Kwai Lum Ma Tai	9
Musk Melon	20
Mushrooms, Fresh—Sang Chai Kuo	40
Onions, Bombay—Young Chong Tau	4
Green—Sang Chong	
Shai—Sheung Hoi Chong Tau	
Japan—Yat Poon	
Okroos—Mo Kar	
Parley, English—Young Un Sai	20
Green Peas—Chang Tau	10
Potatoes, Sweet—Fai Shau	
Shanghai—Sheung Hoi Shau	
Tial	
Japan—Yat Poon Shai Tsai	
American—Fa Ki	
Poochow—Pak Chau Shai Tsai	
Macao—Oh Moon	
Pumpkin—Toung Kwa	
Radish—Hong Lo Pak Tai	8
Rhubarb	
Shallots—Con Ching Tau	
Spinage (Chinese)—Paw Choi	
Spinage—Yin Choi	
Tomatoes—Fan Kar	
Taroos—Wai Tau	
Turnips, Fun-d (Long)—Low Pak	
English—Young Low Pak	piece
Vegetable Marrow—Chai Kwa	
Water Cresses—Sai Young Choi	
Caltrops—Lai Kok	
Lily Root—Lin Ngan	
Yams—Tai Shau	
Zong	
The prices respectively vary from day to day	
and the Sanitary Board has no power to regulate	
the market to sell at the prices quoted.	
W. BOWEN, COMMISSIONER.	

Intimation.



A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS

BY APPOINTMENT TO HIS EXCELLENCY THE GOVERNOR AND HOUSEHOLD.

Watson's HYGIENOL,

AND

BUBONIC PLAGUE!

It has been proved by repeated experiments that "WATSON'S HYGIENOL" is the most potent agent for the destruction of fleas, especially rat fleas.

It has now been proved that Plague is conveyed to human beings by means of fleas from rats which have died of this disease.

All risk of infection can be avoided by washing the floors, etc., or sprinkling where the fleas are likely to be with a dilute solution of "WATSON'S HYGIENOL." A teaspoonful to a pint of water, or a teaspoonful to three gallons, makes a solution of the strength required for this purpose.

HYGIENOL IS A POWERFUL DISINFECTANT AND GERMICIDE

Price per Pint 50 cents
" " Gallon \$1.00

A. S. WATSON & CO., LIMITED,

HONGKONG DISPENSARY

AND

KOWLOON DISPENSARY.

Hongkong, 17th March, 1909.

[28]

The Hongkong Telegraph.

HONGKONG, MONDAY, JUNE 21, 1909.

AMERICA'S TRADE ASPIRATIONS IN CHINA.

Ever since the Chinese instituted the boycott against American goods in retaliation of the attitude adopted by the United States in respect of Chinese immigrants the American authorities have been anxious to establish the consulates in China on a commercial rather than a diplomatic basis. It has also been suggested that the American Minister at Peking should be first of all a man of business, able to advise his countrymen regarding commercial prospects in the Middle Kingdom and capable of representing their interests and defeating opposition at the Waiwupu. Mr. Taft on his tour to the Philippines a couple of years ago emphasized the necessity of erecting consulates in China commensurate with the standing of the Republic, while he also outlined a scheme of selection for the consular service which was designed to do away with the anomalous system of appointment for services to the party in power. In order to give Congress an idea of the conditions prevailing in China a special report was prepared in which it was clearly demonstrated that the American consular service in the Orient was far from being a model institution, and certainly not such as to win the confidence of the nation to whom the various consuls were accredited, and it was realized that without that confidence United States trade must inevitably suffer. Hence came sweeping reforms, not only in the consular service itself, but in the manner of recruiting for it. Arising out of the same inquiry was put forth the scheme for separating, as far as possible, judicial and purely consular functions, of which the constitution of the United States Court for China has been the most striking and important piece of work. One incident which was noteworthy, being indicative of America's desire to propitiate China, occurred when the United States Consul at Harbin refused to present his credentials except to the Chinese authorities, and a stiff argument with Russian officials took place. About the same time the American Association of China was urging on the authorities in Washington the necessity for some im-

posing buildings in which to house the consular service and the District Court in Shanghai, and a report, published without the association's knowledge or consent by an American newspaper, was drawn up with a view to influencing the authorities in this direction, which contained pictures of the British and German consulates as ideals at which the Association thought it desirable to aim. A further proof of America's desire to get into friendly relationship with China was found in the remission of part of the indemnity reward granted as the result of the Boxer troubles. America agreed to forego a considerable sum of money to which she was legally entitled, and this action was regarded by Americans as a touching exhibition of magnanimity and generosity which could not be excelled. As a matter of fact we have never been able to see the transaction in that light at all. Each of the countries which were engaged in the Boxer rebellion was asked to submit its claims for indemnity and these were submitted on the basis of the expenditure actually incurred by the despatch of troops to China. For some reason or another, the American estimate proved to be much in excess of the proved cost of the expedition and it was this excess which was handed back to China. There was no particular display of usefulness about it but it served as a peg on which to hang America's friendship for the Chinese. Other countries such as Great Britain, had estimated their share of the indemnity with business-like exactness and consequently they had no occasion to hand back money which had been claimed for losses that had not been incurred. America, however, profited by the incident and told China that Godwin was her friend, not short. But that is ancient history, now, although it was all in line with the object of America to strengthen a commercial connection with the Orient. As the *Shanghai Mercury* put it the other day: "Throughout all these movements it is clear the United States were looking to the development, by perfectly legitimate methods, of United States trade and influence in China; but there were at the same time, other forces at work, not perhaps quite so free from criticism, in the same direction. Some twelve months ago, and for several months previously, a number of United States newspapers were being supplied with damaging estimates of the work accomplished by Mr. Rockhill in Peking. A good deal of this criticism emanated from Shanghai, partly from men more or less permanently stationed here, but partly also from journalists en voyage, who did not take much persuading to adopt the views of the local men. The bulk of the criticism was directed to the fact that Mr. Rockhill had about him too much of the scholar and student, too little of the acute business man. It was urged, and our readers will remember that we recently published an extract from Manila newspapers taking the same point of view, that what was needed in the United States minister to Peking was not scholarship or learning or culture or even diplomacy, but just plain downright commercialism. There was, twelve months ago, virtually a journalistic conspiracy the object of which was to secure the removal, as early as possible, of Mr. Rockhill from Peking, and no stone was left unturned to make certain of this at any rate with the change of presidents. It is not yet definitely known who will succeed Mr. Rockhill, but the name of at least one purely commercial man has been presented as a likely candidate. We are told that United States financiers, assured apparently that one imbued with the commercial spirit is to occupy the legation in Peking, are turning their attention to China, and are to be represented in Shanghai by Mr. Willard D. Straight, who, our contemporary states, is exactly the type of man required, and no improvement upon this choice could well be suggested. It is probable that under his guiding hand United States high finance will not repeat the mistakes of the past; for it is a singular fact that whilst United States citizens have held high and honourable positions as traders here, if the term may be permitted, in China the financiers of the United States have met with little success. The biggest venture of all—the Canton-Hankow Railway concession—was frightfully muddled, there is no other word for it, and one learns with surprise that the fruitless negotiations conducted in 1903 for the Hankow-Szechuan Railway concession have been invoked at this late stage in the present negotiations as giving a defunct organization prior rights to what it cannot possibly use; and other less important ventures have fizzled out in similar fashion. The change in the character of American diplomatic and consular representatives is well calculated to redound to the commercial advantage of the United States. Other countries with established interests in China need have no jealousy of the aggressive business spirit shown by Americans, because as a Japanese writer pointed out the other day there is room for all and to spare. The only thing is that British merchants cannot afford to indulge in day dreams or wait till orders come round. They must be up and doing, and probably that is the best thing that could happen to them.

Japanese Hospitality.

RECEPTION ON BOARD H. I. J. M. S. "CHITOSE."

CAPTAIN AND OFFICERS "AT HOME."

To those who were honoured with an invitation to the reception on board H. I. J. M. S. *Chitose* on Saturday and who availed themselves of the courtesy extended by the Captain and Officers of the Japanese cruiser, the vessel for the notice presented none of the death-dealing possibilities which in the stern reality of war she did not fail to exhibit to the honour and prowess of the nation that has emerged so triumphantly from the recent conflict. With an eye to the artistic, the after bridge and the quarter deck had been converted into realistic bowers with artificial flowers and playing fountains for the reception of the guests on Saturday afternoon. A gentleman from the Consular office was in attendance at Blake Pier and assisting him were two officers from the warship to receive the guests. At four o'clock the naval pinnace drew alongside Blake Pier and conveyed Mr. T. Funatsu, the popular Consul for Japan in Hongkong, to the *Chitose*. From that time onward to 6 p.m. contingents of naval, military and civil guests began to arrive. They were conveyed from shore to ship in launches placed at their disposal by the three leading Japanese shipping firms of Nippon Yusen Kaisha, Osaka Shosen Kaisha and Toyo Kisen Kaisha. The launches displayed a profusion of bunting with the flag of the Rising Sun floating to the breeze astern. Among the guests present were: Commodore and Mrs. Lyon, Colonel Darling (Commanding the Forces in South China), Capt. Hart Sydnor, A.D.C., Colonel Prior, Mr. Nicholson (manager, Taikeo Docks) and Mrs. Nicholson, Mr. T. Funatsu (Consul for Japan), Messrs. K. Kikuchi (acting manager, Yokohama Specie Bank), B. Mori (Nippon Yusen Kaisha), T. Arima (Osaka Shosen Kaisha), K. Matsuda (Toyo Kisen Kaisha), H. Oishi (Mitsui Bishi Goshi Kaisha), M. Kobayashi (Mitsui Bussan Kaisha), D. Tohdou (Taiwan Bank), Dr. K. Majima, Dr. M. Yonemoto, Dr. T. Yamasaki, a number of Japanese ladies, and representatives of the local Press. Capt. P. H. Mitchell-Taylor, A.D.C., and Capt. Simson, private secretary to H.E. the Governor, were unavoidably absent.

After formal introduction to Captain M. Takashima, the guests were escorted to the upper deck where under the awnings, except for the long muzzle of the 8-inch gun fore and aft, quite a pretty sight greeted the visitors. With bunting and flowers the deck had been converted into a large sitting and smoking room, with a large panel displaying the word "Welcome" under the crossed flags of the allies—the Union Jack and the flag of the Rising Sun. A similar panel bore the same legend in Japanese ideographs. Under the courteous guidance of the officers of the cruiser the visitors were shown some admirable handiwork of the Japanese handymen. One side of the quarter-deck presented a miniature "land of chrysanthemums and orange blossoms"; so realistic were the flowers and their arrangement so artistically displayed that anyone might easily have mistaken the whole for a plot of a private garden transplanted on to the quarter-deck of one of the Mikado's fighting units. On the opposite side of the ship were constructed miniature cataracts, lakes and ponds wherein swans and geese disported themselves with a fountain throwing up a jet of water pumped through a fire-hose concealed from view by a mass of green foliage arranged to resemble the dwarf figure-plants for which Japan is so justly famous.

Having admired these fine examples of art by the Japanese sailor, the guests were taken over the cruiser, the working of the guns explained, the shell magazine shown, and the wireless operating room inspected. Then the visitors were treated to an exhibition of *jūjutsu*, which was extremely amusing, the "ring" being improvised on deck under a huge device of a globe suspended under the legs of a mammoth dragon-fly, as emblematic of Japan, so our representative was informed. The winners in the various wrestling contests were rewarded with prizes, and as they were called out by their various *soubriquets*, by the judges, amusement was general among the sailors who felt tickled at the idea that Sailor "Hattleship" had been defeated by Sailor "Torpedoe"; such were the facetious nicknames given to the contestants in the match.

At the conclusion of the *jūjutsu* exhibition tea was served. A large number of the guests left the cruiser shortly before 6 p.m., but to those that remained later a cake and wine banquet was served and the delightful entertainment was not concluded until eight o'clock. Afterwards the ship's company played the Japanese National Anthem, while the entire assembly loyally rose and remained standing until the last bar of the patriotic anthem had been played. With the notes of the stirring music dying in the distance, the electric light was switched on and revealed a magnificent device in red and blue bulbs of "Welcome" to the admiring guests, while the artificial pots of pear and plum trees glowed in a blaze of light.

This apparently was the signal for glasses to be charged and when this had been done, Mr. K. Matsuda, speaking in his own language, asked his compatriots who had been invited on board the *Chitose*, to express their thanks to the Captain and his staff for their kind hospitality and to wish them a pleasant voyage home *via* Ports.

The toast was enthusiastically received and three *Banais* followed: Capt. Takashima replied that he and his officers had been gratified with the warm reception accorded them by the Japanese community in Hongkong and they heartily wished their compatriots would be more prosperous than ever in this British Colony of Hongkong. On the call of the Captain, three *Banais* were given for the guests.

Mr. J. P. Bragg (*Hongkong Telegraph*) was then called upon for a toast, when he replied to

licitious terms with "Prosperity to the Japanese Community in Hongkong," acknowledging the hospitality of his gallant guests, the urbanity of the Consul, Mr. T. Funatsu, and the courtesy of the Japanese whom he had met in Hongkong, whose commercial sympathies and aspirations, he hoped, would work with as perfect accord as they did in the sphere of international politics for the advancement of the great nation, the guest of whose representatives he was that evening.

The toast was enthusiastically pledged. Mr. T. Funatsu (Consul for Japan) replied in a few brief words, concluding by asking those present to drink to "The prosperity of the Colony of Hongkong." The speaker led the three *Banais* which went forth from lusty throats.

This was brought to a conclusion a delightful evening which will find a niche in the records of "The Training Cruise of H. I. J. M. S. *Chitose*, 1909."

It may be mentioned that there are on board the *Chitose* some sixty odd cadets who are about completing their training before being drafted to the various ships in the Japanese Navy. The guests were presented with souvenir cards bearing the inscription: "In commemoration of the Training Cruise of H. I. J. M. S. *Chitose*, 1909."

The names of the officers are:—Captain: M. Takashima; Commander: N. Watanabe; Chief-Engineer: K. Suyetugu; Staff-Surgeon: S. Mayeda; Staff-paymaster: S. Asahina; Navigating Officer: Lieut. K. Kato; Lieut. T. Yoshii, K. Hara, K. Shimokawa and K. Ishihara; Engineer-Lieut. G. Matsuo, T. Ota, Y. Hayashi and H. Murata.

The *Chitose* is a second class protected cruiser, of 4,836 tons, built at the Union Iron Works, San Francisco, U.S.A.; she was launched on 22nd January, 1898. She is of 4,836 tons with an I.H.P. of 15,500. Her dimensions are:—Length over all 405 feet, beam 49 feet, draught 17½ feet. Her guns comprise two 8 inches, ten 4.7 inches, and twelve 12-pdr. She has four torpedo tubes and is capable of steaming at a speed of 22½ knots. Her complement is 461 men.

Fire on S.S. "Kutsang."

FIRE-FIGHTERS HAVE A TOUGH TIME.

MEN OVERCOME WITH G.S.E.S.

Fire was discovered in the main hold of the S.S. *Kutsang*, belonging to the Indo-China Steam Navigation Company, on Friday last, when the steamer was about 40 miles from Hongkong. Knowing that the best course would be to put back to Hongkong, Captain Bradley promptly gave orders to return his ship to Hongkong, where she arrived at 9 o'clock yesterday morning. Immediately on arrival in port, the usual signal was flown asking for assistance.

It appears that the *Kutsang*, which was bound for Calcutta, left Hongkong for Singapore on Wednesday. At 4 a.m. on Friday, the fire was discovered by a passenger, who at once communicated the discovery to Captain Bradley. The vessel was hove to for some time and those on board at once set themselves to the task of extinguishing the fire. Large quantities of water were poured into the hold, but as this did not have the desired effect, and as the fire still continued in a smouldering state, the ship's nose was turned towards Hongkong, where, as has already been stated, the vessel arrived yesterday morning.

No sooner had the news of the serious outbreak been known, than Lieut. C. W. Beckwith, R.N., and Chief Inspector Baker, with a number of firemen, left with a fireboat for the *Kutsang*. The fire-fighters who were called to render assistance experienced considerable difficulties in their efforts to overcome the conflagration. Dangerous and noxious gases appear to have generated for some reason or other, which by no means facilitated the trying nature of the work which the fire-fighters were called upon to face. Sergeant Kendall and Lance-Sergeant Edwards, along with three Chinese firemen, were overcome with the gases, and had to be carried on deck, where, however, they were soon brought round, with the exception of the Chinese fireman, whose condition necessitated their removal to the Government Civil Hospital. The ship's doctor's services had to be requisitioned and great credit is due to this gentleman for the able manner in which he attended to those who had been overcome with the obnoxious fumes. After a tough fight with the flames, the firemen left the ship at 3 p.m.

The origin of the fire is unknown. The hold contained general cargo, all of which was more or less damaged. The extent of the damage is not known.

THE cruiser *Andromeda* has arrived home from the China Station with the relieved crew of the *Bedford* and other ratings from the ships of the China Squadron.

WE are courteously informed by the local agent of the Chinese Engineering and Mining Co., Ltd. that the total output of the Company's three mines for the week ending 5th June amounted to 31,035.05 tons and the sales during the period to 23,047.97 tons.

RETURN of visitors to the City Hall Library and Museum for the week ending the 20th June, 1909:—

	Library.	Museum.
Non-Chinese.....	457	162
Chinese.....	272	1,064
Total.....	729	1,226

LIEUTENANT Robert R. Rosoman, who is now going through a short course of gunnery on the gunnery ship *Excellen*, has been appointed to the *Zamir*, receiving ship at Hongkong, for gunnery duties and also for duty at the rifle range there. Lieutenant Rosoman joined the naval service in December, 1899, as a supplementary Lieutenant.

A Solicitor's Conduct.

COST OF H.S. LIVING.

SALARY OF MR. DIXON DISCUSSED.

The Full Court, comprising the Chief Justice (Sir Francis Pigott) and the Puisne Judges (Mr. H. H. J. Gompertz) continued the hearing of the case this morning in which Mr. Clive Fletcher Dixon, a Hongkong solicitor, late of the firm of Messrs. Hastings and Hastings, is being called upon to show cause why his name should not be struck off the Rolls of the Supreme Court of the Colony for alleged misconduct.

As was to be anticipated there was a large gathering of spectators present during the proceedings and the audience grew larger as the trial went on.

Wong Hui Tong, the silk merchant, was recalled soon after the Court sat. In answer to the questions put by Mr. Calthrop (for the defence) he stated that he made no entries in his firm's books of the costs paid to Messrs. Hastings and Hastings. The Kwong Hing Cheung firm, of Canton, were the plaintiffs against Messrs. Reuter, Brockelmann and Company.

Mr. Potter (for the plaintiff)—Why were no entries made in the firm's books in regard to the costs of the action against Reuter, Brockelmann and Company?—Because the accounts in this matter did not wholly refer to the firm. It referred only to three partners.

And is that the reason why the accounts were entered into a private book?—That is so.

I think the entire question in the action was whether the three partners in the Kwong Hing Cheung firm were partners in a certain firm in Hongkong?

The Chief Justice—I don't think that is necessary.

Mr. Potter—Very well. The next witness was Charles Kent, a Chinaman, cashier in the firm of Hastings and Hastings. He began by explaining the accounts kept by his firm. He said that they kept two accounts in the office—one the costs account and one the clients' accounts.

Mr. Potter—Are these accounts kept at separate banks?—Yes.

I believe money is sometimes transferred from the clients' account to the costs account?—That is so.

Is there a ledger kept for the clients' account?—Yes.

And a ledger for the costs account?—No.

So that monies paid by clients direct to the costs account do not appear in the ledger?—No. Where is all money received put? In what book?—The rough cash book.

Do you remember when Wong Hui Tong asked for the interim account?—Yes.

On what date?—About 1st December last year.

Were you told to give him an account?—Yes. By whom?—Mr. Dixon.

What did he tell you?—To make a copy of the ledger.

The copy of the ledger account was produced, and witness identified it.

Would items in this account appear in the ledger?—No.

Therefore, items paid in by the client to the costs account would not appear in this account?—Yes.

At this stage a discussion took place between the Chief Justice and Mr. Potter as to certain entries made in the clients' and costs account.

The Chief Justice—What is the guiding principle?

Witness—I simply follow the entries in the rough cash book.

Mr. Potter—Can you tell me what items paid by the Kwong Hing Cheung firm did not appear in the interim account for costs?—The first item is \$15 paid on 19th March; the second is \$300 on 29th April; the third is \$400 paid on 6th June; the next is for \$800—

The Chief Justice—How do you get that?

Witness—By comparing the interim with the detailed accounts.

Mr. Potter—Yes, and the next?

Witness—\$500 on 17th January, 1908.

Yes?—The next one is for \$500.

The next?—\$350 on 5th May.

Are there any more?—That's all.

How much do those items come to?—\$2,075.

Therefore the first account would be \$2,075 short?—Yes.

Do you remember when the second account was given?—About the middle of April.

Who made out that account?—Mr. Dixon with my assistance.

That was the complete account?—Yes.

This account includes all payments which went to the costs, or the clients account?—Yes.

And does it also show the amount charged by the firm for costs?—Yes.

Who made out those costs?—Mr. Dixon.

How much was transferred from the clients' accounts to the costs account for costs?—\$4,114.60.

Here the witness gave item for item to meet the total amount.

About the middle of April, you said, Mr. Dixon made out that account and gave it to Wong Hui Tong?—Yes.

When did you see Wong Hui Tong again?—About the 15th April.

What happened on this occasion? Was he paid any money?—I paid him a cheque for \$10,000.

Was this the same day he got the complete account?—The same day or the day after. I am not sure.

Was Mr. Dixon present when the cheque was handed over?—Yes.

Did Wong Hui Tong ask for anything?—Yes. For a reduction of the costs.

Anything else?—Yes. For a detailed account of the costs.

Did he get that?—Yes.

How long did it take to get the detailed account out?—About three or four weeks.

Do you remember when it was sent to him?—On or about 15th May.

When did you see Mr. Wong Hui Tong next?—A few days after he got the detailed account of costs.

What happened then?—I took him to see Mr. Hastings.

Was Mr. Dixon there?—No; he was not present.

Do you produce the rough cash book?—Yes. Will you look at the 27th January, 1909? Did Mr. Dixon pay you any money on that day with reference to Jemadar Gulab?—Yes, \$30.

In whose handwriting is the entry made?—Mr. Dixon.

Mr. Calthrop—May I ask the date?

Mr. Potter—27th March. (Proceeding)—Did you see Gulab on that day?

Witness—No.

Do you know if any receipt was given for this \$30?—No receipt was given.

The Chief Justice—Do you know for a fact? Witness—I make out the receipt.

Mr. Potter—You keep the receipt book?—Yes.

Was there another payment of \$50 made by Gulab?—Yes.

Did Wan Hui pay \$50 for costs in regard to a Police Court case? Did you receive the money?—Mr. Dixon received the money and handed it to me.

Was a receipt given?—No.

Did you receive any further sum in that case?—No.

Can you find any further entries in the books of further payments by Wan Hui?—No.

Can you tell me, on an average, what Mr. Dixon received for salary and commission for the month of—

The Chief Justice—We don't want to go into that.

Mr. Potter—It might come in as an important matter later.

The Chief Justice—All right.

Mr. Potter—What was Mr. Dixon's salary and commission, on an average, from 1st January, 1908, to 31st March, 1909?—About \$420 a month.

On 23rd July did you receive \$500 from Mr. Dixon?—No.

Mr. Calthrop (cross-examining)—How long have you been with Messrs. Hastings and Hastings?—About 23 years.

What is your Chinese name?—Cheung Pui Tsun.

Are you then a Chinaman?—Yes.

Why did Wong Hui Tong ask for an interim account about 1st December?—I do not know.

Do you know at that time that Mr. Dixon was asking Wong Hui Tong for further money on account of costs?—Yes.

And didn't you know that Wong thought he had already paid enough on account of costs?—I did not.

Didn't Mr. Dixon ask you to make out an account in December to show Wong Hui Tong how the position stood between him and Messrs. Hastings and Hastings?—I cannot remember.

From that account could Wong Hui Tong tell how it stood?—From the first or second account?

The first?—No.

What then was the good of giving him that account?—I did as I was told.

Didn't Mr. Dixon tell you to forward Wong a proper account?—No.

Didn't he ask you to make a copy of the ledger?—No.

Did you hand the interim account to Wong Hui Tong?—I can't remember whether I did or Mr. Dixon.

Did you explain the account to Wong when you handed it to him?—I didn't. Hong did.

What date was it when Wong Hui Tong paid the \$1,000?—On 15th January, 1909.

Turning to the cash book of 29th June, 1908, witness said that \$3,500 was paid to Messrs. Hastings and Hastings on that day for costs. The entry was in witness's handwriting, but he could not say whether he received the money from Mr. Dixon or from Wong Hui Tong. He could not remember if the money was paid to Mr. George Hastings. He did not remember either whether he (witness) received the \$3,500 from Mr. George Hastings. He would not swear to the contrary, however. The interim account given to Wong Hui Tong was made out in English; it was not in Chinese. Witness was present when the second account was handed to Wong, Mr. Dixon also being present.

When you gave him the account, did Wong point out any item for which he wanted a detailed account?—Yes. One item for \$6,000 odd and another for over \$3,000.

The Chief Justice—Did the interpreter go through the items with Wong?

Witness—Yes.

Tell me what the interpreter did?—The interpreter explained item for item to Wong Hui Tong.

Was there a Chinese translation?—Yes.

And with the translation did the interpreter explain every item as well?—Yes.

Mr. Calthrop—You said a minute ago that the account was in English only?—Yes. I made the English account.

Why do you say now that there was a Chinese translation?—The Chinese translation was not made by me.

What happened next?—I gave him a cheque for \$1,000.

Who was present then—when the cheque was given?—Mr. Dixon, Mr. Tam, and a new interpreter surnamed Chow.

Is that all?—Wong signed a receipt. Can you read Chinese?—I can, but not very well.

What else did he say?—That's all he said. Was anything else said at the interview?—Mr. Hastings asked "O'Gwen" \$500 had not been credited to him. And?—Wong said that he had gone back to Canton and compared the accounts with his private books. Are you sure he said that?—Yes. Next?—Mr. Hastings asked him if he had a receipt for the \$500. What did he say?—He said "No." What happened then?—Mr. Hastings asked him on what date he paid the money. Yes.—Wong said some time in July. Did he give the exact day?—No. He said he was going to find out the exact date. What happened?—He said that several times \$500 had been paid and he (Wong) could not tell which \$500 was meant. What happened after he had said that?—Mr. Hastings asked for his Chinese account books. Wong said he was going back to Canton to get them. That was all that was said. Are you quite sure that was all?—Quite. Did you make a declaration in this matter—an affidavit?—Yes. On 27th May?—Yes. And in that you told all you knew?—Yes. Do you know Jemidur Gulab?—I know his face. When did you first see him?—Some time in February this year. What did you see him about?—He called at the office and wanted to see Mr. Dixon. What did he say to you?—He simply asked me if Mr. Dixon was in the office. What happened after he asked you that?—He went into Mr. Dixon's office. Did you see Gulab when he came out?—No, I did not. Was this the occasion when he paid the \$500?—No, after that. You said it was part of your duty to make out and give receipts?—Yes. On the 27th January, when \$500 was paid why didn't you make out a receipt?—I asked Mr. Dixon if the man wanted a receipt. He said no. Why didn't you put that in your first affidavit?—I said no receipt was given. Sometimes receipts are given by the solicitors. The Chief Justice—Do you keep the receipts book?—Yes. Then why didn't you give a receipt in this case?—Sometimes the clients pay the money and go away without a receipt. Mr. Justice Gompertz—How do the solicitors get at the receipt book?—hey ask me for it. Mr. Calthrop—I put it to you that if a receipt was given it ought to tally with the cash book?—Yes. I put it to you that in Police Court cases it is not the practice to give receipts unless asked for by the client?—That is not so. Now, on 3rd March you received \$50 from Gulab?—Yes. Who handed it to you?—I don't quite remember. Did you give a receipt for that?—I did make out a receipt. Did you give the receipt to Gulab?—It was not called for. I made out the receipt, but Gulab had left when it was ready. I asked Mr. Dixon about it and he said "Never mind." Why didn't you make out one in the first case?—The Chief Justice—He has already said that Mr. Dixon said it was not needed. Mr. Calthrop—Did you tell Mr. Hastings why you did not give a receipt in the first instance?—No. Why not?—I was not asked. Didn't you think it important to tell him everything?—No. Did you tell him in the second case about Gulab not asking for a receipt?—No. Do you know the man Wan Hi?—Not personally. When did you first see him?—In January. Did you speak to him on the first occasion?—No. On the second?—Yes. When was the second occasion?—The day after, or the same day. What time did you see him?—In the afternoon. Was anybody else there?—Yes, Tam was there. What did you speak to Wan Hi about?—I asked him to pay the balance of his costs. What did he say?—He said he had already paid all his costs. Where did this conversation take place?—In my room. You made a declaration about this, did you not?—I made an affidavit. How do you account for saying in the affidavit that it was on the 13th or 14th January that Wan Hi called at the office, for the second time, and now you say it was on the same day of his first visit or on the next?—I cannot remember the date. I only remember that when the case was finished he came in. Why did Wan Hi come into your room?—Because he wanted to speak to Tam. And Tam was in your room at the time?—Yes. How long was Tam there when Wan Hi came in?—Tam at that time was typing. And Wan Hi came in and said he had paid \$50 to Mr. Dixon?—Yes. How long did he remain?—Five to ten minutes. Was Tam in the room the whole time, typing?—Yes. After this what happened?—Wong asked Tam to get from Mr. Dixon a letter to show to the New Territory Inspector saying that his case had been withdrawn. Did he get the letter?—He did not. You said that Wan Hi told you he had paid Mr. Dixon the \$50?—Yes. Did you ask Mr. Dixon for the money?—No. Why not?—Because I thought that if the money was paid to Mr. Dixon he would naturally give the money to me. Did you give Wan Hi the money?—Until I receive the money I never make out a receipt. Isn't it the rule to make out the receipt from the rough cash book and get the solicitor to sign it?—It is not the rule.

Next, the rule to remain present if they do not pay up?—Yes. Why did you not remind Mr. Dixon?—I intended to, but he was out at the time. When did it occur to you to remind Mr. Dixon about it?—Some time in May. But Mr. Dixon was not there. Did you try to find Mr. Dixon to fix up over this?—No. In May didn't Wan Hi come several times to your office?—Once or twice. Did he see Mr. Hastings?—No. The interpreter, Tam. Now, don't you remember Tam going to see Wan Hi in April?—I know nothing about that. Do you keep the accounts of the office yourself?—I do. At this stage the proceedings were adjourned in order to allow the prosecution to produce the firm's cash book. The evidence put forward during the morning was of no interest. The main point to be considered was that of accounts and dates, and this was continued during the afternoon session, when Mr. Charles Kent took the stand again. Mr. Calthrop—Do you say that the receipts in the rough cash book correspond with the counterfoils in the receipt books?—Yes. The rough cash book having been produced, Mr. Calthrop inquired as to the entry of \$3 paid to the office in October last. "Do you show a receipt for that sum?" he asked. The reply was in the negative. In whose handwriting was the entry?—My own. Why not?—It was a small sum; sometimes no receipts are given for small sums. Look at the 4th. What do you find there?—\$39.40 for costs. In whose handwriting was it?—At first it was in my hand-writing. Then Mr. Davidson corrected it. Can you find a receipt for that?—None. Why not?—I don't remember. What's the next item?—\$3 for a letter written. In whose handwriting was that?—Tam's. Was there a receipt?—No. And the next?—Jardine, Matheson and Company, protest re steamer *Lai Sang*, \$5.75. Was there a receipt for that?—No. Is it not the practice not to give receipts for small amounts unless you are specially asked to do so?—Yes. My duty, however, is to make out receipts in every case. Do you do it?—Unless I am told not to do so. What is the entry of the 22nd July?—Costs \$20 in a Police Court case. In whose handwriting?—Mr. Dixon's. Is there a receipt for that?—Yes. On the same day was there another entry?—Yes. Baksha Singh, \$50. In whose handwriting was that?—My own. Way was there no receipt?—I was told it was not required. Who told you?—I cannot remember. Were you told specially in that case not to make out a receipt?—It must be so; otherwise I would have made out one. On the 6th July there is an entry of \$37 costs of transfer. In whose handwriting was that?—In my own. Was there a receipt given?—No. And why not?—Because it was a transfer from a client's account, who was not in the Colony. And this sort of cross-examination continued most of the afternoon, Mr. Calthrop settling himself down in dealing with the cash book, and inquiring closely whether receipts were given in most cases for monies received. Mr. Calthrop—And do you still say that receipts were given for small amounts? The Justice—He has already said that he did not give receipts when he was told not to do so. Didn't Mr. Aitken pay you something at that time?—Yes. He was a bankrupt at that time?—I don't know. How do you know that Mr. Dixon's salary was on the average \$420 a month?—By the cash book. Will you produce it? Mr. Potter—We don't deny that his salary was \$420 a month. Mr. Calthrop—We are entitled to the cash book. Mr. Potter—Why are you entitled to it? Mr. Calthrop—We are. We want to see Mr. Dixon's salary since he came to the Colony. Mr. Potter—You can get a list. Mr. Calthrop—We don't want a list. We want the books. The Chief Justice said that it was no good producing books on a subject which the other side admitted. If Mr. Calthrop challenged them then he was perfectly entitled to see them. Mr. Potter said that Mr. Dixon received a cheque each month for his salary and that in formation could be obtained from the cheque counterfoils. Mr. Calthrop (to the witness)—Can you say what salary Mr. George Hastings was drawing? Mr. Potter objected. The Chief Justice added that did not come into the question. Mr. Calthrop observed that the allegation was that Mr. Dixon could not keep up a house on \$420 a month. The Chief Justice stated that it could not be proved whether he (Mr. Dixon) could keep up a house for less than that sum. Mr. Potter (re-examining)—You had instructions to give receipts in every case?—Yes. What do you mean by saying that a receipt was not necessary? Do you mean by that that you were told not to give one?—Yes. You said to my friend that when the detailed account was rendered, there was a Chinese account also?—Yes. Did you see the Chinese account?—I did not. The witness was then excused, and the interpreter, Tam Wing Kwong, was called to the stand. He deposed that he was an interpreter to Messrs. Hastings and Hastings. He remembered Wan Hi calling at the office, at the beginning of January last year. Wan went to

see the witness and the latter took him to see Mr. Dixon. Mr. Potter—What passed then?—When I took Wan Hi into Mr. Dixon's room I told Mr. Dixon what Wan Hi told me. Was there anything said about costs?—Yes. What was said?—Mr. Dixon said he could not tell. The case might last a few minutes or last days. Was there any estimate of costs?—Yes. Mr. Dixon said it would cost \$50 if the case lasted one day; if not it would cost \$25 for every subsequent day. Did Wan Hi say anything?—Yes. He said he only had \$30. And what happened?—Mr. Dixon said he would take that on account. What happened?—Mr. Dixon took the money. Mr. Dixon called Mr. Kent in, who came in with the rough cash book. Mr. Dixon made an entry of the \$30 he had received. He knew that Mr. Dixon went twice to the Magistrate's office over this case. Did Mr. Dixon tell you anything about the case?—Yes. He said the police had withdrawn the case. What happened in the afternoon?—Wan Hi came into the office. Witness told him that his friend, Wan Tsui Po, had been liberated by the police. Wan said he had come to pay the balance of the costs. Wan paid the extra \$20 to witness, who handed it to Mr. Dixon. The latter placed the money in the right-hand drawer of his desk, locked the drawer, and Mr. Dixon and witness left for the Registry of the Supreme Court. There was no receipt given for the subsequent \$20. On the following day Wan Hi called on witness and said that the defendant in the Police Court case, Wan Tsui Po, was afraid of being re-arrested by the police, and he wanted Mr. Dixon to write a letter saying that Wan Tsui Po had been released. Mr. Calthrop (cross-examining)—Where were you this morning?—In the witness room. You made a declaration in this case—on the 26th of May?—I forget the exact day. In which you related the story of Wan Hi?—Yes. And in that you mentioned the interview with Mr. Dixon and Wan Hi?—Yes. And you said that on the day Wong Tsui Po was released Wan Hi came to see you?—Yes. Why didn't you say you had another interview with Wan Hi the next day?—I only related what I was asked for. Do you know that Wan Hi, when in the box, said that after he paid the \$50 he never went to Mr. Hastings' office?—I am here to tell what I know. So that what Wan Hi said is not true?—I can't say. As the case was not heard at all I put it to you there was no necessity to pay the balance of the \$20?—Whether the case was heard or not the balance had to be paid. Is that always the case?—In such cases Mr. Dixon has various powers. In this case the client himself paid the balance. It had not to be insisted upon. Is it not the invariable practice of Mr. Dixon, that, where a sum is agreed upon about costs he puts an entry to that effect?—Occasionally he does. Why did the interpreter Hung leave the office?—Hung told me that he left the office because Dixon had been in the habit of misappropriating for himself office monies and paying a portion to him, Hung; and it was very dangerous for him to remain in that position. Therefore he left the office. Hung, on leaving, told me to be careful. He put me on my guard. The conversation on that subject then dropped. Then what did you talk about after that?—Anything. Nothing of any interest. Was on, thing said at that interview of Hung coming back to Messrs. Hastings and Hastings as interpreter?—Not at that interview. When was the second interview?—About ten days after Chinese New Year. Where was that interview held?—In Hung's house. Between those interviews did you speak to Mr. Hastings of Hung going back as interpreter?—Yes. Did you want him back?—Yes. Had you written a letter to him?—Oh, yes. I wrote to him very often. What did you want Mr. Hung back for?—For some purpose. And Mr. Hastings wanted him back?—Yes—on condition. What condition was that?—Mr. Hastings wanted him back, but he did not believe what I told him of Mr. Dixon. The case was then adjourned until to-morrow morning at 10.30 o'clock.

A COMPRADORE'S LIABILITY.

THE FAMOUS YARN DISPUTE CASE.

In the Supreme Court, this morning, Mr. C. J. Alabaster moved for a date to be fixed for the hearing of an appeal by Messrs. S. J. David and Company against the judgment delivered by the Chief Justice on the 23rd December last in the case in which the appellants brought an action against their compradore (Mr. Chan Ut Chiu) to recover the sum of \$648,816.67 and interest at the rate of 8 per centum per annum from the date the writ was issued and until payment or judgment. The large claim was alleged to have arisen in connection with dealings in cotton yarn, for which the plaintiffs alleged, the compradore was liable. The defendant entered a counterclaim to recover the sum of \$55,000, alleged to have been deposited with them. This was denied. In applying for leave to appeal, Counsel said that Mr. Duncan McNeill was coming down from Shanghai to take charge of the case. The case was fixed for hearing on the 28th instant. Mr. M. W. Slade is retained by the other side. A CORONER'S inquiry was held this afternoon at the Magistracy to inquire into the circumstances attending the death of a coolie who lost his life in a tunnel at Shatin about three weeks ago. A verdict of "death from asphyxia" was recorded.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

ANOTHER RAILWAY.

SAN-UI TO HOK-SAN.

[By courtesy of the "Sheung Po."]

Singapore, 20th June. The Chinese residents here, natives of the San-ui and Hok-san districts in China, propose to raise a capital of three million dollars for the construction of a railway from San-ui to Hok-san.

SUN YAT-SEN.

"SHADOWED" IN SINGAPORE.

[By courtesy of the "Sheung Po."]

Singapore, 20th June. Because of being "shadowed" during his stay here, Sun Yat-sen has fled to Europe with the object of stirring up the Chinese students there.

OBITUARY.

GOVERNOR OF KIANGSU.

[By courtesy of the "Sheung Po."]

Shanghai, 20th June. Chan Kai-tai, Governor of Kiangsu, who denounced Tsai Nai-huang, the Taoist of Shanghai, died to-day.

MISSION TO JAPAN.

PRINCE CHEN'S DEPARTURE.

[By courtesy of the "Sheung Po."]

Peking, 20th June. Prince Chen will leave Tientsin by the steamer *Tsinning* for Kobe and upon completion of his mission of thanks will return to China by the same steamer.

CANTON-HANKOW RAILWAY.

THE LOAN.

[By courtesy of the "Sheung Po."]

Peking, 20th June. America desires to participate in the Canton-Hankow Railway loan. This being the case the signing of the agreement has been deferred.

Japan also presses for a share in the same loan.

TUNGKUANSHAN MINES.

CHINA FIRM.

[By courtesy of the "Sheung Po."]

Peking, 20th June. In view of the firm attitude taken up by Prince Ching and Na Tung in the matter of the Tungkuanshan mining concession, H.E. Liang Tun-yin, president of the Waiwupu, has decided not to give way to the foreigners.

VICEROY OF CHIHLI.

STILL INDISPOSED.

[By courtesy of the "Sheung Po."]

Peking, 20th June. H.E. Yeung Shih-chang, Viceroy of Chihli, is under Western medical treatment. He is improving, and has applied for twenty days' sick leave.

WANG TA HSIEH.

RESIGNATION DETERMINED UPON.

[By courtesy of the "Sheung Po."]

Peking, 20th June. It is reported that Wang Ta-hsieh is determined to resign in accordance with the wishes of the people of Chekiang.

ANTI-OPIMUM CAMPAIGN.

REGISTER OF SMOKERS TO BE KEPT.

[By courtesy of the "Sheung Po."]

Peking, 20th June. Prince Kung and Luk Chin-lum have decided to keep a register of all opium smokers.

CHEUNG PAK-LIN.

A MEMORIAL STATUE.

[By courtesy of the "Sheung Po."]

Peking, 20th June. The students in Peking have resolved to erect a bronze statue of Cheung Pak-lin, the late president of the Board of Education.

NA TUNG.

RETURN TO THE GRAND COUNCIL.

[By courtesy of the "Sheung Po."]

Peking, 21st June. Na Tung has resumed duties on the Grand Council. He is not able to move about without assistance.

To-day's Advertisements.

FOR SALE.

A RICKSHAW WITH BICYCLE RUBBER TYRED WHEELS in Good Condition. Apply to—S. D. SETNA, No. 6, Des Voeux Road. Hongkong, 21st June, 1909. [497]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, ON

WEDNESDAY, the 23rd June, 1909, at 2 P.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street, A MISCELLANEOUS STOCK, Comprising:—UMBRELLAS, RUBBER SHOES, LACES, EMBROIDERIES, RIBBONS, BUTTONS, CHILDREN'S STOCKINGS, S. CKS, BOY'S COLLARS, CURTAIN BINDINGS, FURNITURE BRAID, &c.; ALSO

A few Bottles of PERFUME. TERMS—As usual. HUGHES & HOUGH, Auctioneers. Hongkong, 21st June, 1909. [498]

FOR SHANGHAI.

THE P. & O. S. N. Co.'s Steamship "ASSAYE," Captain O. Jones, R.M.R., will leave for SHANGHAI on THURSDAY, the 24th June, 1909, at 6 P.M. For Freight or Passage, apply to E. A. HEWETT, Superintendent. Hongkong, 21st June, 1909. [499]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "HENVORLICH," FROM AMSTERDAM, MIDDLESBRO' LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th inst., will be subject to rest.

All Claims against the Steamer must be presented to the Undersigned on or before the 6th prox., or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 28th inst., at 11 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents. Hongkong, 21st June, 1909. [495]

S.S. "ARMAND BEHIC."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. *Charente*, from Havre ex s.s. *Charente*, and from Bordeaux ex s.s. *Ville de Lille*, in connection with above Steamer are hereby informed that their Goods, with the exception of Treasures being landed and stored at their risk into the Godowns and/or extra Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon TO-DAY, requesting it to be loaded here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed for MONDAY, the 28th June, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 18th June, or they will not be recognized. All damaged packages will be examined on MONDAY the 28th June, at 3 P.M.

No Fire Insurance has been effected. P. DE CHAMPORIN, Agent. Hongkong, 21st June 1909. [496]

NOTICE TO CONSIGNEES.

FROM SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship

"ARRATOON APCAR," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense into the Godowns and/or extra Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the undersigned. DAVID SASSOON & Co., LIMITED, Agents. Hongkong, 21st June, 1909. [496]

INDO-CHINA STEAM NAVIGATION COMPANY.

We are informed by Messrs. Jardine, Matheson & Co., Ltd., the General Managers, that they have received a telegram from London to the effect that the annual general meeting of shareholders in the Indo-China Steam Navigation Co., Ltd. will take place on 29th current; that £10,000 has been transferred from Reserve Fund and £80,000 from Underwriting Account which will then stand at £148,800, and that £15,358 has been written off for depreciation. The balance of £15,162 then remaining at credit of Profit and Loss Account for the year 1908, it is proposed to carry forward.

Intimations.

THE DAIRY FARM COMPANY, LIMITED.

EXTRA CHOICE SUGAR CURED

BACON and HAM.

VERY MILD

HONEYSUCKLE BRAND.

Only 60 cents a lb.

Hongkong, 4th June, 1909. [480]

ASAHI BEER.

SAPPORO BEER.

OBTAINABLE EVERYWHERE.

MITSUI BUSSAN KAISHA.

Sole Agents. [471]

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP\$1,250,000)

Loans on Mortgage of House Property, &c. Goods received on Storage. Advances made on Merchandise. Loans made on the Provident System. (Rates and Particulars on application).

THE OFFICE OF TRUSTEE, EXECUTOR OF WILLS, Undertaker and Executor. SHEWAN, TOMES & Co., General Managers. Hongkong, 10th March, 1908. [470]

NOTICE TO SUBSCRIBERS.

FROM and after 1st January, 1909, the rates of Subscription to the *Hongkong Telegraph* (daily and weekly issues) will be as follows:—

DAILY—\$36 per annum. WEEKLY—\$15 per annum. The rates per quarter and per annum, proportional. Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.50 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 30 cents per quarter. Single Copies, Daily, ten cents. Weekly, twenty-five cents (or cash only). (PAYABLE IN ADVANCE.)

There will be no rebate to Missionary Subscribers as heretofore. By Order, THE MANAGER, Hongkong Telegraph Co., Ltd. Hongkong, 21st December, 1908. [469]

Shipping—Steamers.

CANADIAN PACIFIC
RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Island Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of
12 DAYS HONGKONG TO VANCOUVER.
SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec.
(Subject to alteration).
Connecting with Royal Mail Atlantic Steamers.

From Hongkong,	From Quebec.
"EMPRESS OF CHINA"	"EMPRESS OF IRELAND"
SATURDAY, JULY 3RD.	FRIDAY, JULY 30TH.
"MONTEAGLE"	
WEDNESDAY, JULY 14TH.	
"EMPRESS OF INDIA"	
SATURDAY, JULY 24TH.	FRIDAY, AUG. 20TH.
"EMPRESS OF JAPAN"	"EMPRESS OF BRITAIN"
SATURDAY, AUG. 14TH.	FRIDAY, SEPT. 10TH.

"Empress" Steamers will depart from Hongkong at 6 p.m.
"Monteagle"

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons; Speed 25 Knots, and are regarded as second to none on the Atlantic.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line)

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "O" or "A" Class of Saloon Passengers (termed Intermediate) the accommodation and commission being excellent in every way.

HONGKONG TO LONDON. Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port

Via New York

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
J. J. O'NEILL, General Traffic Agent,
Corner Pender Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

For	Steamship	On
SHANGHAI	CHOY SANG	TUESDAY, 22nd June, Noon.
SHANGHAI	TUNG SHING	WEDNESDAY, 23rd June, Noon.
TIENSIN & WEI HAI WEI & CHEFOO	CHEONG SHING	THURSDAY, 24th June, 4 P.M.
MOJI & KOBE	FAUSANG	THURSDAY, 24th June, 4 P.M.
MANILA	LAUSANG	FRIDAY, 25th June, 4 P.M.
MANILA	YUENSANG	FRIDAY, 25th June, 4 P.M.
SHANGHAI, YOKOHAMA, KOBE	NAMSANG	SATURDAY, 3rd July, Noon.
SGAPORE, PENANG & CALOUTTA	FOKSANG	TUESDAY, 6th July, 3 P.M.

RETURN TOURS TO JAPAN (OCCURRING 24 DAYS).

The steamers *Kaiyang*, *Namsang* and *Fookang* leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yantze River, Chefoo, Tientsin & Newchwang.

For Freight or Passage, apply to **JARDINE MATHESON & CO., LD.,** General Managers.

Telephone No. 61.
Hongkong, 19th June, 1909.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

STEAMERS.	For	Daylight.
SHANGHAI & CHINKIANG	"KWEIYANG"	22nd June, 3 P.M.
MANILA	"FEAN"	22nd " 4 P.M.
SHANGHAI	"YINGHONG"	24th " 4 P.M.
WEI HAI WEI, CHEFOO & TIENSIN	"HUICHOW"	25th " 4 P.M.
SHANGHAI	"CHENAN"	27th " Daylight.
MANILA	"TAMING"	29th " 3 P.M.
SAMARANG & SOURABAYA	"SHANTUNG"	30th " 4 P.M.
SHANGHAI	"CHINUA"	1st July, Daylight.
MANILA	"BOANGA and USAL"	4th " 4 P.M.
AUST. PORTS	"TAIYUAN"	19th " 4 P.M.

Reduced Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANOL."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australia, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloons.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chenzu, Linan, Chihnu.)

with excellent passenger accommodation; Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon; leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo through Bills of Lading to all Vantage and Northern China Ports.

N.B.—These steamers land passengers in Shanghai avoiding the inconvenience of transshipment at Wung.

Fares including wines:—\$45 single, \$80 return.

For Freight or Passage, apply to **BUTTERFIELD & SWIRE,** Agents.

Telephone No. 26.
Hongkong, 21st June, 1909.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships.—Electric
Light.—Perfect Cuisine.—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Date.
RUBI	8540	R. W. Almond	MANILA	SATURDAY, 25th June, at Noon.
LAPIO	8540	R. Rodger	"	SATURDAY, 3rd July, at Noon.

For Freight or Passage, apply to **SHEWAN TOMES & CO.** General Managers.

Telephone No. 11.
Hongkong, 19th June, 1909.

Shipping—Steamers.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR
CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI, KOBE,
YOKOHAMA, HONOLULU, MANZANILLO and
SALINA CRUZ (Mexico).

S.S. MANSHU MARU	5,000 tons gross.	Sail 1st July, 1909, at Noon.
S.S. AMERICA MARU	5,000 " "	30th Aug., 1909, at Noon.
S.S. HONGKONG MARU	5,000 " "	26th Oct., 1909, at Noon.
S.S. MANSHU MARU	5,000 " "	10th Dec., 1909, at Noon.

For particulars, apply to **K. MATSUDA,** Manager.

TOYO KISEN KAISHA, Yokohama Building.

Hongkong, 4th May, 1909.

OSAKA SHOSEN KAISHA

INAUGURATION OF NEW
TRANS-PACIFIC LINE.

Regular Service, Connecting at TACOMA with
THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY
AND
THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to CHICAGO.) Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada; also to the Principal Ports in Mexico, Central and South America.

Proposed Sailings from Hongkong for TACO via SHANGHAI and JAPAN, (Intermediate Ports of Call:

Regular—SHANGHAI, MOJI, KOBE and YOKOHAMA.

Occasional—MANILA, KEELUNG, YOKKAICHI, SHIMIDZU, SEATTLE and VICTORIA, (B.C.)

(Subject to Alteration)

Newly Built Steamers	Tons (gross reg.)	Captain	Sailing Date.
"TACOMA MARU"	6,178.	_____	On Saturday, 3rd July.
"SEATTLE MARU"	(already launched)	4 other new sister ships to follow.	

The steamers have fair speed; Special up to date appliances for cargo working; and best adapted rooms for carrying Silk, Trassura and Parcels. Special attention given towards Express connection. Superior accommodation for steerage passengers situated AMIDSHIP, and a limited number of Cabin passengers carried at low rates. Electric lighted and Steam heated.

For further information, apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 1st June, 1909.

T. ARIMA, Manager.

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NIPPON YUSEN KAISHA.
(THE JAPAN MAIL STEAMSHIP CO.)

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES.
MARSEILLES, LONDON AND ANTWERP Via SINGAPORE, PENANG, COLOMBO AND PORT SAID	SADO MARU, Capt. G. C. Hurry, Tons 6500	WEDNESDAY, 23rd June, at Daylight.
VICTORIA, B.C. & SEATTLE	BINGO MARU, Capt. A. Christiansen, Tons 6500	WEDNESDAY, 7th July, at Daylight.
VA KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA	* SHINANO MARU, Capt. K. Kawata, Tons 6500	TUESDAY, 22nd June, at 4 p.m.
SYDNEY AND MELBOURNE	* TANGO MARU, Capt. S. Ishikawa, Tons 8000	TUESDAY, 6th July, at 4 p.m.
VIA MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	KUMANO MARU, Capt. N. Matsumoto, Tons 6000	FRIDAY, 9th July, at Noon.
VA WATA MARU	VA WATA MARU, Capt. T. Sekine, Tons 5000	FRIDAY, 6th Aug., at Noon.
KOBE AND YOKOHAMA	AWA MARU, Capt. A. Keih, Tons 6500	FRIDAY, 25th June, at 5 p.m.
NAGASAKI, KOBE and YOKOHAMA	YAWATA MARU, Capt. T. Sekine, Tons 5000	WEDNESDAY, 7th July, at Noon.
NAGASAKI, MOJI, KOBE and YOKOHAMA	ATSUTA MARU, Capt. Wm. Thompson, Tons 9000	FRIDAY, 30th July, at 5 P.M.
BOMBAY, VIA SINGAPORE AND COLOMBO	TAKASAKI MARU, Capt. A. Mocker, Tons 5000	TUESDAY, 19th June.
SHANGHAI AND KOBE	TOTOMI MARU, Capt. R. Smith, Tons 4000	SUNDAY, 4th July.

* Omitting Shanghai.

† Cargo only.

§ Fitted with new System of wireless telegraphy.

EXTRA PASSENGER SERVICE NEW STEAMERS—
EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE, COLOMBO, SUEZ AND PORT SAID.

The Company's Newly Built 9,000 Tons Passenger Steamers will be dispatched from Hongkong as follows:—

Hirano Maru	(Capt. H. FRASER)	About Wednesday, 30th June.
Kamo Maru	(Capt. F. L. SOMMER)	About Wednesday, 28th July.
Mishima Maru	(Capt. A. E. MOSES)	About Wednesday, 25th August.
Atsuta Maru	(Capt. W. THOMPSON)	About Wednesday, 22nd September.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

CHEAPEST ROUND TRIPS

BETWEEN
HONGKONG AND JAPAN PORTS.

COMMENCING 1ST JUNE, ENDING 31ST AUGUST, 1909.

Special Excursion Tickets (1st & 2nd class) available for 4 months.

	YOKOHAMA RETURN.	KOBE RETURN.	MOJI RETURN.	NAGASAKI RETURN.
1st Class	\$120	\$110	\$100	\$90
2nd "	\$80	\$70	\$60	\$50

Option of rail between calling ports in Japan.

For further particulars, apply to **T. KUSUMOTO,** Manager.

Telephone No. 419.

Shipping—Steamers.

REGULAR STEAMSHIP SERVICE
TO NEW YORK,
VIA PORTS AND SUEZ CANAL,
(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK:

S.S. "PATHAN"

For Freight and further information, apply to

DODWELL & Co., LIMITED, Agents.

Hongkong, 27th May, 1909.

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EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE."

Captain Helms, will be despatched as above on WEDNESDAY, the 23rd June, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 4th June, 1909.

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THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG

VICTORIA, B.C., SEATTLE & TACOMA.

VIA

MOJI, KOBE AND YOKOHAMA.

Steamer

Tons

Captain

Sailing Date

Oceanic

4,657 F. W. Davies 1st July

Amuric

6,232 J. Matheis 29th July

Amuric

4,303 J. Boyd 26th Aug.

Amuric

6,232 S. Shotton 23rd Sept.

* These steamers are specially fitted for the carriage of Asiatic Steerage passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DODWELL & Co., LIMITED, General Agents.

Queen's Buildings,
Hon Kong, 18th June, 1909.

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HONGKONG—BOSTON—NEW YORK.

AMERICAN-ASIATIC STEAMSHIP COMPANY.

FOR BOSTON AND NEW YORK VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at the MALABAR COAST.)

S.S. "ST. PATRICK"

On 13th July, 1909.

For Freight and further information, apply to

SHEWAN, TOMES & CO., General Agents.

Hongkong, 16th June, 1909.

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CHARGEURS REUNIS.

(FRENCH STEAMSHIP COMPANY).

REGULAR FREIGHT SERVICE

TO

SAN FRANCISCO, MEXICO, PERU,

CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT to SAN FRANCISCO, without any call en route thus affording a fast regular cargo-bus service from China and Japan to San Francisco.

THE Steamship

"AMIRAL FOURICHON,"

will be despatched for SAN FRANCISCO and other above destinations on or about the 20th July, 1909.

For further particulars apply to

MESSAGERIES MARITIMES, Agents at Hongkong.

Hongkong, 20th May, 1909.

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Shipping—Steamers.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM

FOR

STRAITS, OCEYON, AUSTRALIA, INDIA

ADEN, EGYPT, MEDITERRANEAN

PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"DEVANHA,"

Captain W. Hayward, R.N.R., carrying His Majesty's Mails, will be despatched from this for SOERABAYA, on SATURDAY, the 26th June, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *China*, 8,000 tons; from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. *Himalaya*, due in London on 8th August, 1909.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 11th June, 1909.

[4]

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG"

Capt. H. W. WALKER.

"KWONG SAI"

Capt. E. S. GOWE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIN & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	\$1,500,000 \$14,500,000 \$15,000,000	\$2,006,234	Final of £2 and bonus of 5/- for 1908 @ ex 1/81 = \$26.024	5 1/2 %	\$995 sellers London £93 10/-
National Bank of China, Limited	90,925	£7	£6	£4,000 \$150,000	\$10,243	\$2 (London 3/6) for 1905	...	\$51
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,500,000 \$25,717 \$15,000 \$125,000	none	\$14 for 1907	7 1/2 %	\$195 sellers
North China Insurance Company, Limited	10,000	£15	£1	Tls. 150,000 Tls. 304,747 Tls. 118,277	Tls. 100,512	Interim of 7/6 for 1908	5 1/2 %	Tls. 109 buyers
Union Insurance Society of Canton, Limited	18,400	\$250	\$100	\$3,000,000 \$100,000 \$191,848 \$105,249 \$681,609	\$2,464,971	Final of \$17 making \$47 for 1907 and interim of \$30 for 1908	5 1/2 %	\$840 sellers
Yangtze Insurance Association, Limited	18,000	\$100	\$60	\$1,000,000 \$194,475 \$199,000 \$199,000	\$707,637	\$12 and bonus \$3 for 1907	7 1/2 %	\$225 buyers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	70,000	\$100	\$20	\$1,000,000 \$199,000 \$199,000 \$199,000	\$375,341	\$6 and bonus \$2 for 1907	7 1/2 %	\$110 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000 \$199,000 \$199,000 \$199,000	\$368,711	\$27 for 1907	8 %	\$345 buyers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$7,000 \$264,038 \$264,038 \$264,038	\$7,035	\$1 for 1906	...	\$11 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$1,000,000 \$199,000 \$199,000 \$199,000	Nil.	2 1/2 for year ending 30.6.1908	7 %	\$36 sellers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$607,500 \$79,428 \$15,344 \$10,000	\$20,279	Final of 1 1/2 making \$2 1/2 for 1908	7 1/2 %	\$33 1/2 and b.
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	£10,000 £10,000 £10,000 £10,000	£13,755	6/- for 1907 on Preference shares only @ ex 1/9 11/16 = 33.154	4 %	\$74
Indo-China Steam Navigation Co., Ltd. (Deferred)	60,000	£5	£5	£10,000 £10,000 £10,000 £10,000	£13,755	6/- for 1907 on Preference shares only @ ex 1/9 11/16 = 33.154	4 %	\$74
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 75,000 Tls. 75,000 Tls. 75,000 Tls. 75,000	Tls. 14,510	Final of Tls. 1 1/2 making Tls. 3 1/2 for 1908	7 1/2 %	Tls. 52 sellers Tls. 53 1/2 buyers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	£1,000,000 £1,000,000 £1,000,000 £1,000,000	£68,837	Second interim of 1/- for a/c 1908	7 %	Tls. 53 1/2 buyers 63/6 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$10,000 \$10,000 \$10,000 \$10,000	\$3,121	\$1.00 for year ending 10.4.1909	4 %	\$26
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 98,000 Tls. 481,479 Tls. 44,100 Tls. 9,000	Tls. 2,215	Final of Tls. 1 1/2 making Tls. 2 1/2 for 1908	11 %	Tls. 45 sales
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$500,000 \$50,000 \$50,000 \$50,000	Dr. \$5,858	\$5 for year ending 31.12.08	3 1/2 %	\$140 sellers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	\$500,000 \$50,000 \$50,000 \$50,000	Dr. \$135,831	\$3 for 1897	...	\$15 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000 Tls. 100,000 Tls. 100,000 Tls. 100,000	Tls. 9,271	Tls. 3 1/2 for year ending 31.8.08	...	Tls. 27 1/2 b.
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£175,000 £12,289 £12,289 £12,289	£11,550	Interim of 1/6 (coupon No. 12) for year ending 29.2.09	7 %	Tls. 18 1/2 sales
Rio Australian Gold Mining Company, Limited	150,000	£1	18/10	£12,289 £12,289 £12,289 £12,289	Dr. £2,101	No. 12 of 1/- = 48 cents	...	\$9 1/2 sellers
DOCKS, WHARVES & GODOWNS.								
Penwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$450,000 \$45,000 \$45,000 \$45,000	Dr. \$7,411	\$1.75 for year ending 31.12.06	...	\$12
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$50	\$50	\$3,000,000 \$30,000 \$30,000 \$30,000	\$20,101	Final of \$1 1/2 making \$3 1/2 for 1907	...	\$58 1/2 sellers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$2,500,000 \$25,000 \$25,000 \$25,000	\$18,078	Final of \$4 making \$8 for 1908	11 1/2 %	\$64 sales
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 1,000,000 Tls. 1,000,000 Tls. 1,000,000 Tls. 1,000,000	Tls. 33,711	Interim of Tls. 2 1/2 for 6 months ending 31st October, 1908	6 %	Tls. 2 1/2 sales
Shanghai and Hongkew Wharf Company, Limited	35,000	Tls. 100	Tls. 100	Tls. 607,357 Tls. 50,000 Tls. 125,000	Tls. 22,818	Final of Tls. 6 making Tls. 10 for 1908	6 %	Tls. 16 1/2 sellers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 15,000 Tls. 15,000 Tls. 15,000 Tls. 15,000	Tls. 4,134	Tls. 6 for year ending 29.2.09	5 1/2 %	Tls. 104 buyers
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	\$750,000 \$75,000 \$75,000 \$75,000	Dr. 4.3	\$2 1/2 for year ending 30.6.07	...	\$10 buyers
Central Stores, Limited	50,000	\$15	\$15	\$750,000 \$75,000 \$75,000 \$75,000	\$24,611	\$1.20 on old and 60 cents on first new issue	...	\$69 a. ex n.f.
Hongkong Hotel Company, Limited	8,000	\$50	\$25	\$400,000 \$40,000 \$40,000 \$40,000	\$99	Final of \$3 making \$6 for 1908	...	\$38 1/2 new
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$5,000,000 \$500,000 \$500,000 \$500,000	\$26,475	Final of \$3 1/2 making \$7 for 1908	6 1/2 %	\$109 sellers
Humphreys, Estate & Finance Company, Limited	150,000	\$10	\$10	\$1,500,000 \$150,000 \$150,000 \$150,000	\$5,486	60 cents for 1908	6 1/2 %	\$98 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$300,000 \$30,000 \$30,000 \$30,000	\$278	\$1 1/2 for 1908	5 %	\$30 buyers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 1,413,045 Tls. 330,000 Tls. 330,000 Tls. 330,000	Tls. 142,404	Final of Tls. 3 and bonus of Tls. 2 making Tls. 8 for 1908	6 1/2 %	Tls. 120
West Point Building Company, Limited	12,500	\$50	\$50	\$625,000 \$62,500 \$62,500 \$62,500	31,968	Final of \$2 making \$4 for 1908	8 1/2 %	\$46 sales
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 150,000 Tls. 15,000 Tls. 15,000 Tls. 15,000	18,820	Tls. 5 for year ended 31.10.1908	4 1/2 %	Tls. 124 1/2 s.
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$1,250,000 \$125,000 \$125,000 \$125,000	\$6,553	50 cents for year ending 31.7.08	6 %	\$81 sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 175,000 Tls. 17,500 Tls. 17,500 Tls. 17,500	Tls. 8,372	Tls. 6 for year ending 30.6.08 (8%)	...	Tls. 86
Loan-kuang-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 800,000 Tls. 80,000 Tls. 80,000 Tls. 80,000	Tls. 4,829	Tls. 4 for 1908	...	Tls. 108
Say Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 31,172 Tls. 3,117 Tls. 3,117 Tls. 3,117	Tls. 15,911	Tls. 50 for 1908	...	Tls. 375
MISCELLANEOUS.								
Bell's Asbestos Refractory Agency, Limited	8,604	12/6	12/6	£1,500 £150,000 £150,000 £150,000	£48	1/10 per share for 1907 = 1.037	10 %	\$10 1/2
China-Borneo Company, Limited	60,000	\$12	\$12	\$720,000 \$72,000 \$72,000 \$72,000	11	\$1.20 for 1908	8 1/2 %	\$14 buyers
China Light and Power Company, Limited	50,000	\$10	\$10	\$500,000 \$50,000 \$50,000 \$50,000	\$51,138	50 cents for year ended 28.2.06	...	\$7 sellers
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$1,250,000 \$125,000 \$125,000 \$125,000	\$3,407	80 cents for 1908	8 1/2 %	\$9 1/2 buyers
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$300,000 \$30,000 \$30,000 \$30,000	\$48	\$1.30 for year ending 31.7.08	7 1/2 %	\$16 1/2 buyers
Green Island Cement Company, Limited	400,000	\$10	\$10	\$4,000,000 \$400,000 \$400,000 \$400,000	\$3,751	Final of 50 cents making 90 cents for 1908	10 1/2 %	\$9
H. Price & Company, Limited	12,000	\$10	\$10	\$120,000 \$12,000 \$12,000 \$12,000	\$251	75 cents for 9 months ending 31.12.07	8 %	\$12
Hall & Holts, Limited	21,000	\$20	\$20	\$420,000 \$42,000 \$42,000 \$42,000	\$8,017	\$2 for year ending 29.2.09	9 1/2 %	\$21 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	\$600,000 \$60,000 \$60,000 \$60,000	\$5,195	\$1 and bonus 20 cts. for year ending 29.2.09	6 1/2 %	\$19 1/2 buyers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$125,000 \$12,500 \$12,500 \$12,500	\$7,616	Final of \$15 per share making \$19 for 1908	12 1/2 %	\$155 sellers
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	\$600,000 \$60,000 \$60,000 \$60,000	\$8,790	Final of \$1 per share making \$2 for 1908	8 1/2 %	\$25 sales
Maatschappij tot Mijl. Bosch en Landbouwerij op de Lantak, Limited	35,000	Gs. 100	Gs. 100	Tls. 547,500 Tls. 54,750 Tls. 54,750 Tls. 54,750	Tls. 16,12	2nd Quarterly div. of Tls. 12 1/2 for account 1909	4 %	Tls. 975 b.
Peak Tramways Company, Limited	25,000	\$10	\$10	\$250,000 \$25,000 \$25,000 \$25,000	\$1,204	80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30.4.09	6 %	\$12 1/2 buyers
Philippine Company, Limited	75,000	\$10	\$10	\$750,000 \$75,000 \$75,000 \$75,000	Pa. 18,640	None	...	\$18
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	Tls. 1,200,000 Tls. 120,000 Tls. 120,000 Tls. 120,000	Tls. 6,003	Final of Tls. 4 making Tls. 7 1/2 for 1907	6 1/2 %	Tls. 123 sales
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820 Tls. 2,482 Tls. 2,482 Tls. 2,482	Tls. 5,250	Final Tls. 5 making Tls. 8 for 1908	4 1/2 %	Tls. 171 buyers
Shanghai Waterworks Company, Limited	16,250	£20	£20	Tls. 220,000 Tls. 22,000 Tls. 22,000 Tls. 22,000	Tls. 23,038	Final of 3/- making 45/- for 1908	...	Tls. 415 buyers
South China Morning Post, Limited	6,000	\$25	\$25	\$150,000 \$15,000 \$15,000 \$15,000	Dr. \$36,602	None	...	\$24
Steam Laundry Company, Limited	20,000	\$5	\$5	\$100,000 \$10,000 \$10,000 \$10,000	\$236	40 cents for year ending 31.5.08	8 %	\$5 buyers
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 15,208 Tls. 1,520 Tls. 1,520 Tls. 1,520	Tls. 201	Tls. 6 1/2 for year ending 30.4.07	5 %	Tls. 94 buyers
Union Waterboat Company, Limited	50,000	\$10	\$10	Tls. 4,000 Tls. 400,000 Tls. 400,000 Tls. 400,000	\$172	80 cents on 9,900 ord. shares and \$19.80 on 100 Founders shares for yr. end. 31.5.07	6 1/2 %	\$13 sales
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	\$100,000 \$10,000 \$10,000 \$10,000	\$1,360	Final of 30 cents for 1908	6 1/2 %	\$8 1/2
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	\$900,000 \$90,000 \$90,000 \$90,000	\$2,613	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	...	\$3 1/2 sales
William Powell, Limited	15,000	\$7	\$7	\$105,000 \$10,500 \$10,500 \$10,500	\$3,95	...	...	...

* These shares are entitled to half of the profits.

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